GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

UNSTARRED QUESTION NO:1606
ANSWERED ON:24.11.2016
Air Safety Violations by Airlines
Gogoi Shri Gaurav;Joshi Shri Pralhad Venkatesh;Lekhi Smt. Meenakashi;Scindia Shri Jyotiraditya Madhavrao;Thakur Shri Anurag Singh;Trivedi Shri Dinesh

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Directorate General of Civil Aviation (DGCA) has found several safety violation by airline operatiors and airline crew in the past few years, if so, the details thereof;

(b) whether the guidelines/instructions issued by the DGCA in regard to safety are not properly adhered to by many airlines putting a risk on the lives of passengers as well as safety of aircraft and if so, the steps Government propsoes to take to ensure that the instructions/guidelines issued by DGCA from time to time are properly adhered to by the airlines;

(c) whether the International Civil Aviation Organization (ICAO) is conducting a second safety audit of India"s air safety readiness if so, the details thereof;

(d) whether after the first audit in 2012, India was placed in ICAO"s list of 13 worst performing nations and later in 2015 also, it gave significantly lower safety ranking to the country, if so, the details thereof;

(e) whether the preparations to tackle all issues during the audit have been implemented and if so, the details thereof;

(f) the number of vacancies in the Aircraft Accident Investigation Bureau and the steps taken to fill the same; and

(g) the measures taken by the Government to improve safety standards in aviation sector?

Answer

Minister of State in the Ministry of CIVIL AVIATION

(Shri Jayant Sinha)

(a) During the last 03 years and the current year, a total of 409 safety violations by flight crew of Scheduled Operators, Non-scheduled Operators and General Aviation have been reported to DGCA. The violations by airline operators/crew were observed in the following areas:

1. Deficiencies in ramp procedures

2. Violations of PPC (Pilot Proficiency Check)

3.Non-compliance for FDTL (Flight and Duty Time Limitations) Requirements

4. Non-compliance of Pre-Flight Medical Requirements

5. Crew over-logged training hours

6. Unauthorized entry into cockpit

7. Violation of cockpit/cabin discipline

8. Perfunctory Inspections

Based on the above safety violations, DGCA has taken action against various airline operators and involved crew.;

(b) By and large there is compliance of DGCA requirements by the airlines. The deviations/non-compliance detected during the surveillance and regulatory audits conducted by DGCA, and also during the internal audits conducted by the concerned airline.

DGCA has structured procedure for surveillance and audit as per which Annual surveillance Programme is made which is available on DGCA website.

The findings made during the surveillance/audits are followed up with concerned operator for the appropriate remedial action.

(c) ICAO under its Universal Safety Oversight Audit Programme (USOAP) conducts regular, mandatory, systematic and harmonized

safety audits of all the contracting States to ensure that the States are fulfilling their obligation of safety oversight under the Chicago Convention. Under the USOAP, ICAO conducts audit covering areas of legislation, organization, airworthiness, aircraft operations, licencing, aerodromes, air navigation services and aircraft accident investigation.
ICAO conducted an audit of India in 2015 covering areas of legislation, organization, aerodromes, air navigation services and aircraft accident investigation and would cover the remaining areas of airworthiness, aircraft operations and licencing during the next audit. ;

(d) & (e) ICAO based on the audit does not give any rating to a country. It only identifies areas for which corrective action is required to be taken by the State. During the audit in 2012, ICAO raised two Significant Safety Concerns (SSCs) in the areas of operations and airworthiness. India took immediate corrective actions to address these concerns which were confirmed during a subsequent visit by the ICAO audit team in the month of August 2013 and the SSCs were resolved.

All States are required to fulfill their obligation for establishing an effective safety oversight system under the Chicago Convention. In order to establish an effective safety oversight system, the State is required to ensure that it has adequate legislation, regulations, organisation with qualified and trained manpower for effectively discharging its function of licensing/ approving/ certifying airlines, aerodromes, aircraft personnel (pilots and engineers) and to carry out their continued surveillance and resolve deficiencies found. DGCA in preparation for the audit is reviewing the audit questions to address areas wherein deficiencies are existing.

DGCA incorporates changes in its regulations as and when there are changes in the standards and recommended practices of ICAO. This is an ongoing process.

(f) There are a total of 21 posts created in Aircraft Accident Investigation Bureau (AAIB). A vacancy circular has been issued to fill up 17 (Technical Posts) out of 21 posts to be filled up on Deputation basis. Necessary action for filling up the remaining 4 (Secretarial) posts has been taken up with Department of Personnel & Training (DoP&T) .;

(g) As part of Accident Prevention Programme following measures are taken by DGCA:

1. Accident / incident data is regularly analyzed and based on the analysis, Air Safety Circulars are issued to bring important observations/findings to the notice of the operators to avoid the recurrence of the accidents.

2. Recommendations emanating from the Accident/incident investigation reports are implemented to prevent such mishaps.

3. As per the annual surveillance program, audit of the operators are carried out. Recommendations emanating from such reports are followed up with the operator for implementation. The compliance of the action taken by the operator is further verified during the next audit.